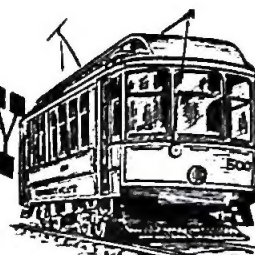




BRANFORD ELECTRIC RAILWAY JOURNAL



O.E. (Gene) Carson

Car 948 was packed -- every seat taken and standees -- with museum members, friends and relatives of Gene Carson as he took his "last ride" aboard the streetcar to which he had dedicated much of his adult life. It was the steamy summer afternoon of August 6th, 2016. When the car reached Short Beach, a memorial service was co-led by the Rev. Merrill Perkins and by museum member Charles Wonneberger, one of Gene's closest friends. As thunder and lightning crashed about and a deluge of biblical proportions let loose from the skies, those gathered here remembered Gene and shared anecdotes.

Childhood years

Gene's parents, Otho Robert Henry Carson and Bessie Mae Brewer were from the Atlanta area. Shortly after they were married they relocated to Akron, O. where Mr. Carson was employed in the burgeoning rubber industry. On August 8th, 1934, Otho Eugene Carson was born. He did not prefer to be addressed by his given first name (that of a Roman Emperor who ruled for just three months) and instead went by "O.E." or just "Gene."

It so happened that Gene's house was on a streetcar line, and young Gene enjoyed watching the cars go by. As he got older, he rode the Akron system first with his father, then by himself. All Gene's dad needed to motivate him to study or do chores was the threat not to share his monthly trolley pass!

Since the rest of the Carson and Brewer families were still in Georgia, Gene would make frequent family visits as a child and all through his life. During one of these visits, ca. 1948, Gene went into the city (Atlanta) and was fascinated by the large, double-ended deck-roofed cars in service there, in contrast to the smaller, single-ended arch-roofed cars back in Akron. The Akron cars had disappeared in 1947, when Gene was 13, and then when he made his visit to Georgia in the summer of 1949, he was saddened to see that the cars were gone there too. Little could he have suspected that he would eventually be involved in the restoration of two of these cars, or that decades later he would be operating one in, of all places, Branford, Conn.

A freak accident

Gene's first cousin on his mother's side, Warren Jones, recalls one of Gene's many visits that happened to end badly. Gene was barely a teenager, Warren and his sister Doris were young



ca. 1982 (BERA Library #P9219)

children. They had been building a treehouse in a large, sturdy oak tree in their yard and climbing up the branches. Gene wanted to improve their situation and suggested building a ladder out of available scrap boards and nailing it to the tree. As the younger children held the first board to the trunk, Gene began nailing. The tree was very hard and the nail went flying, right into Gene's left eye. He lost sight in that eye, able to see just light and dark shadows, a condition that he coped with throughout his working career and his volunteer career as a streetcar restorer. Modern medicine delivered a small miracle when Gene, by then in his 60s, received a cornea transplant that restored 20/40 vision in that eye.

Other family members recall similar acts of charity and kindness throughout Gene's life. His niece Laurie Blanchard (daughter of Gene's only sibling Elizabeth "June" Carson, who predeceased him) accompanied "uncle Gene" on a trip to Americus, Georgia. Gene's sister gave Laurie a pair of fairly expensive sunglasses with the stern warning not to lose them. During the trip, Gene investigated a house that had a streetcar body incorporated into it, as he researched his book. On the way home, Laurie discovered that she had lost the sunglasses, and feared a spanking from

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Bill Ketterer passed away on November 10 after a long battle with Parkinson's disease. Many museum members were present at his service on Nov. 14. A full article will appear in the next printed newsletter edition.

Member & Other News

Let's all welcome the following new members: Les Abrams, Mirza Ahmed, William Athol, Wendy Bellmore, Greg Beno, Stephen Berman, Emilia Bloxsom, Hunter Bloxsom, Kim Bloxsom, Anthony Campagnuolo, Ben Campagnuolo, Francine Campagnuolo, Giana Campagnuolo, James Campagnuolo, Luca Campagnuolo, Marco Campagnuolo, Neko Campagnuolo, Patricia P. Cardinale, Maikel Carmenati, Kevin Edgar Castro, Dean Catania, Raymond Clark, Gerald Cohen, Matthew Cosgro, Danielle D'Avingnon, Emily D'Avingnon, Keifer D'Avingnon, Lisa D'Avingnon, Jonathan DeJesus, Jonathan Diaz, Michael Donaghey, Andrew Eisenman, Edward Eisenman, Eileen Eisenman, John Eisenman, Joseph Eisenman, Lucy Eisenman, Michael Eisenman, Patrick Eisenman, Christopher Eldred, Donald Eldred, Michael Enriquez, John Falco, Robert A Farace Jr, Jennifer Farkas, Regina Fazio, Thomas Ferrara, John W Fitch, Greg Flinter, Jackson Foo Wang, Ethan Joseph Foti, Lesley Foti, Samuel Joseph Foti, Michelle Gagliardi, Sarah Gagliardi, Kevin Garcia, Vincent Gentliella, Frederick Christopher Gerhard, David Geyra, David Giangrande, Stephen Gorell, John Hartzell, Daniel Horner, Kate Hosfelt, Donald E Huber, Jim Hyland, Michael Janco, Paul Kayne, David Koyf, Flora Koyf, Joshua Koyf, Michael Koyf, Rebecca Koyf, Brian Lafond, Leo Lamarre, Robin Latta-Tweedy, Tom Laurenson, Mark Lebowitz, Sharon Lebowitz, Lawrence W. Lee Jr., David Liebe-Hart, Noelia M Liquet-Estevez, Joe Markowski, Anthony Molina, Joseph Morales, Carlos Nieves, Christopher M Noce, Kyle Nowinski, Karim Odr, Bryanna Percopo, Jenn Percopo, Emil Pokhylyuk, Laura Anna Poschar, Molly Rabb-Jaros, Sam Rabb-Jaros, Harold Robertson Sr., Jerry Rowe, Liam Rowe, Lincoln Rowe, Brandon Ryan, Roselyn Ryan, Suzann Sample, William Sample, Teresa Rose Scalcione, Alan M Shapey, Chris Sharrett, Alena Shepard, Brian Shepard, Delaney Shepard, Lila Shepard, Bayley Silleck, Arvind Kumar Singh, Sanjay Victor Singh, Christopher Stanish, Ray Steffens, Richard Stockton, Joseph E Tichy, Gary Troisi, Michael Troisi, Pricilla Troisi, Scott Troisi, Terry Troisi, Daniel Urquhart, Anthony Vollano, Carol Vollano, Raymond Walters, Jeremy Willinger.

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17 River Street
East Haven, CT 06512
www.ShoreLineTrolley.org

General Inquiries:
office@ShoreLineTrolley.org
Ph: (203) 467-6927 FAX: (203) 467-7635

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Editor-in-Chief: Jeff Hakner
Journal Logo: John R. Stevens

Correspondence to the editor may be sent to the address above, via fax, or via email to
editor@bera.org.

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In Memoriam

The museum office has learned that **Kenneth W. DiMauro** of Southington, CT, a member since 1984, had passed away in December 2015. Our condolences to his wife Ann Marie. **Pierce F. Walsh**, father of museum member Dee Levinson and father-in-law of outgoing Board Chairman Lou Levinson, passed away in July. He had been a museum member since 2001.

The museum has also recently learned that **Gordon Haggans** passed away last October. "Gordie" was born in 1945 in Queens, NY. His early childhood memories of the rapidly vanishing streetcar scene in NYC and a lifetime passion for both model and full-scale trains eventually led him to the Shore Line Trolley Museum, where his 66th birthday present was a Guest Operator session. In 2012, he took the operator training class and qualified, turning in 165 volunteer hours and 140 in 2013. But declining health forced him to withdraw from operating in the 2014 season. Gordie, who worked as a sales representative for plumbing supply companies, also volunteered for outreach events, such as staffing the museum's table at train shows and Boy Scouts events. Our condolences to his wife Maureen and other family.

Director Transition

We had hardly introduced Shaun Winton when he had to unexpectedly vacate his position. His wife, who won a national award last year for K-12 teaching, was offered a position too good to pass up. Unfortunately for Shaun, it was in Los Angeles. The Wintons decided to pull up stakes and relocated on July 1. The rest of the museum's paid and volunteer staff wished him well as he moved on to a new adventure.

Luckily for the museum, the vacancy was filled during Shaun's 2-week notice period. John Proto stepped in and began work on June 24, effecting a seamless transition. John has been a member since 1992 and a regular volunteer in the operating department. For the past several years, he has been a part of the training staff for new operators. John has also filled in during previous transitions, handling membership functions during 2011-2012 until Nathan was hired, and assisting with charter bookings, IT support and other administrative tasks between Nathan's and Shaun's employment.

John came to the museum with a wealth of job experience, including non-profit and IT skills. This, combined with his prior knowledge of the museum's inner workings, allowed him to get started immediately with little training. His responsibilities include overall administration of the museum, charter bookings, program development, grants, member inquiries, FEMA program administration and reporting, operator volunteer time tracking and, perhaps most importantly, being the face and voice of the museum by answering the phone, answering emails, updating the museum's web site and social media accounts, and being there in person to assist our clients.

You may have noticed a change that John implemented. The museum's main number (203) 467-6927 is once again answered by a person (either John or one of the ticket agents) first, before it goes into voicemail. Feel free to give John a call -- his hours are generally M-F, 9AM - 5PM, and he maintains his office at the 14 River Street annex building. For email contact, you may continue to use office@shorelinetrolley.org



From his Guest Operator certificate: Gordon Haggans operates car 6688 on July 17, 2011.



Shaun Winton "hands over the keys" to John Proto in the 14 River St. office, June 24, 2016. (J.Hakner)



The year is 1960. Fred Krock has just joined the Branford Trolley Museum two years earlier. Car 1001 had arrived in 1956 completing, in the words of Journal Editor John Stern, the museum's collection "from horsecar to streamliner." It is operating on the sole continuous track through the yard (the inbound track had been taken up for scrap ca. 1950). In the background on the left, the almost new "Shack" and Toronto 1706. To the right, the body of ConnCo 855 which was being used as the caretaker's residence (this body is now used as an information center in the parking lot of the Quality Inn, East Haven). (R.Campbell / BERA Library #P14239)

Founders' Day

The museum observed the anniversary of the opening of the line (July 31st, 1900) with a Pageant of Trolleys held on Saturday, July 30th. 13 cars were featured: Passenger cars Brooklyn 1792, ConnCo 775, ConnCo 1602, Montreal 2001, Atlanta 948, New Orleans 850; Work Cars Montreal Plow 3152, Montreal Crane W-3, Ottawa Line Car 25, New Bedford Post Office Car 302, Rhode Island Emergency Car 1504; NYCTA Rapid Transit car 6688; and to represent the PCC era, Newark 25.

20 volunteer operators signed up for the event, an excellent turnout (we sometimes struggle to have two operators on a given day) and the cars performed without any problems. Cars ran in two groups, first westbound and then eastbound. As each car passed the dispatcher's shack, narrator Fred Krock gave a brief description, in the sonorous tones that one would expect from his professional career as a radio announcer and voice-over man.

Two shows were given that day. Fred opened each with a monologue reflecting on his 50+ year volunteer career at the trolley museum. What a very different place it was!

Before we begin our Founders Day Pageant, let's talk about the history of public transportation in the United States. By the 1870's the population of this country was expanding. Many immigrants were coming from overseas looking for a better life in this country. Towns and cities were growing very rapidly.

Sizes of cities were limited by the time and distance required by a man to travel to and from work. Cities were being built with separate manufacturing, housing, sales, office, and recreation areas. Good reliable public transportation was required for people to get around the city. In countries like China without good public transportation, cities developed without the special districts we know here. A factory might be built next to a hotel next to an office building next to residences.

The very first public transportation in cities in this country was supplied by horse drawn carriages called omnibuses. Later horse drawn cars began operating on metal rails in city streets. In 1832 The New York & Harlem R.R. began. Horse cars were reliable but very slow. Top speed was about 5 mph. People were looking for a better way. The next development was the cable car. Cars were moved by clamping onto a continuously moving cable under the tracks. They were much faster, about 9 to 12 mph, and a vast improvement over horse cars.

The first cable cars ran in San Francisco in 1873. Today they still operate in San Francisco for public transportation as a tourist attraction. But at one time 30 cities had cable cars. Manhattan had extensive cable car lines. But the cable cars had problems. Cable car lines were expensive to build and were very inefficient users of energy. Only ten percent of the energy put into a cable car system was used to move cars. The rest was wasted in friction moving the cable.

Electricity was the new wonder in the later part of the 19th Century. In 1880 Thomas Edison built a small experimental electric powered railway in Menlo Park, New Jersey. Many inventors were trying to use electricity to power street railway cars. In 1888 Frank Sprague operated the first successful electric powered streetcars in Richmond, Virginia. Today Sprague's name is on our visitor center building. Sprague did not invent the electric streetcar; he began with the work of previous inventors and he supplied his own improvements needed to make the cars work reliably. In a few years electric streetcars were operating almost everywhere in the United States rapidly replacing horse cars and cable cars.

In Connecticut the New York, New Haven, and Hartford Railroad noticed that it was losing passengers to streetcars. The railway management decided that the best way to control the competition was to buy it. So in 1895 the railroad company began buying streetcar lines that after several corporate reorganizations became the Connecticut

Company. By 1907 it controlled almost all the trolley lines in the state. Over the years it gradually abandoned most trolley lines except those in New Haven. Streetcar service in Hartford ended July 28, 1941. (*New Haven lasted until September 1948*)

In New York City Mayor La Guardia decided in 1935 that buses would replace all electric powered vehicles on city streets in the future. In 1945 some railroad enthusiasts realized that almost all the remaining trolley lines soon would be replaced by buses. Many of these enthusiasts were returning war veterans. The enthusiasts decided that a museum should be created to preserve the heritage of electric trolley cars for the future. They incorporated the Branford Electric Railway Association as a trolley museum on August 14, 1945. After streetcar service ended between East Haven and Short Beach in March, 1947, BERA purchased the track for scrap value. That was how our museum began.

As streetcar lines around the country were abandoned, BERA moved cars to our museum. A few cars were donated. Most were purchased for scrap value. Cars were very carefully selected based on their condition, type of car, and original geographic location. By 1950 our museum had 27 trolleys. Today we have about 100 cars in our collection.

In the early days our museum operation was very different from what you see today. By 1958 the museum was open to the public only on Sunday afternoons. We had only one car barn {barn 2} plus the Quonset hut {barn 1} to protect our collection. The museum had a caretaker who lived on site to protect all the cars which were stored outdoors. Our visitor center building was in the future together with additional car barns to preserve the collection. Visitors had to drive down Farm River {Alex-Warfield} Road to park in the car barn area.

Cars operated only between the East Haven and Stony Creek trestles. Cars did not go over the trestles because they were not safe for car operation. The track was two streaks of rust going through the weeds. We could not afford to use weed killer. The first two cars on every operating day had to knock down the weeds. If weeds got between car wheels and rails, they acted like grease on the track and cars could not stop quickly. I bumped a woman with a streetcar because she ignored the warning gong and weeds on the rail prevented the car from stopping in time. Fortunately the only thing injured was her dignity.

We did not have crushed rock ballast on our track like you see today. Connecticut Company had used cinders from a coal fired electric power plant for ballast. Most had washed away. A low spot in the track just west of the Farm River Road crossing had some badly rotted ties. All motormen were required to dig out a quota of five rotten ties before they were allowed to operate that day. Later someone would install one new tie to replace the five rotten ties so cars could continue to go over that spot.

We usually operated one of the Yale Bowl open cars weather permitting alternating with a closed car. All cars operated with a two-man crew including those that had been built or converted by the original owner for one-man operation. Only about half of the operators were qualified as motormen so we had lots of conductors available. We had no speed limits so the motorman notched the controller to full speed parallel and left it there until the end of the track. That was exactly the same way cars had been operated when this was a public transportation line. The track was very rough. The conductor on the running board of an open car had to be very careful to avoid falling off.

We had to make our own electric power to operate the cars. The utility company could not supply three phase electricity to our car barn area needed to make trolley power. We had a diesel generator (that had come from a Boston and Maine rail car) placed inside the front of the Quonset hut. But it used AC power to operate a water pump. So when power company electricity went off, we had to turn off our generator. Later a 600 volt DC motor replaced that AC motor so we could operate our generator without any outside electricity. Today we purchase electricity and convert it into trolley power in the building behind our Sprague visitor center.

Looking around our museum today, you can see how it has grown and improved from its beginning. We now own the two houses adjoining Sprague station. We have purchased land near our car barns so we can store cars above any possible flooding from future storm surges. We have built two new car barns on the top of a hill. For this we thank our founding fathers and all our early members for their hard work that has made it possible.

as narrated by Fred Krock, member #192, joined June 14, 1958



Some of the 20 operators who participated in Founders Day: (l-r) Tom Savage, John Soehnlein, Jimmy Boylan, Jonathan Silhavey, John McCarthy, Steve Rudolph, Dana Bowers (Dispatcher), Bob Bresse-Rodenkirk, Walter Douglas, Lou Levinson, Ben Sternhell, Fred Krock (Narrator), Frank Dougherty. (*Cathy Wilson Ramin*)

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mama. But Gene came to the rescue. He stopped at the store where the glasses had originally been purchased and bought an identical pair. The plan was successful and Gene's sister never was the wiser.

Working on the Railroad

In 1953, Gene landed a job as a call-boy with the B&O Railroad's office in Akron. In 1958 he was promoted to freight agent and accepted an assignment in the B&O's regional freight office in Atlanta. He began investigating the remnants of the Atlanta system and by 1960 had discovered that three bodies were preserved on a farm, 35 miles southwest of Atlanta, owned by a true Southern Gentleman named Hall Carmical. Mr. Carmical had saved these cars, numbered 997, 952 and 948, while most of the cars of this 900 series had been resold to Korea. (see the article in the 2011-1 issue)

Gene approached Mr. Carmical about restoring these cars, which had deteriorated somewhat from the decade of outdoor storage. Mr. Carmical consented, as he was getting up in years, and desired to see these cars saved permanently. Gene first worked on #997. By 1962 it was complete as a static display and was put on exhibit in a local park. Later this restored body was bought by Spaghetti Warehouse and incorporated into their Buffalo, NY restaurant. The restaurant closed down over a decade ago and the whereabouts of 997 are unknown. Car 952 was donated by Mr. Carmical to a local bird-watching club and its disposition is also unknown. We'll get back to the story of the remaining car, 948, momentarily.

Starting a Family

Gene's uncle on his mother's side was Roy Brewer. On August 8th, 1959, he married Susan, who recalls that Gene displayed his usual sense of humor at the wedding reception. It was, coincidentally, Gene's birthday. He walked up to the couple and said "Roy, I really do appreciate my birthday present. We'll see you later." and then walked off with her! Of course it was all in jest, but Gene too would have his turns at the altar. Yes, that's "turns" with an "s."

His first, brief marriage was to a woman named Beverly. In 1964, now in Atlanta, Gene married Marie. A few years later, while back in Akron, his only child Kathryn was born. A divorce followed two years later and Gene was unable to have any

contact with his daughter until she was 25, when they were reunited and became very close. Gene enjoyed spending time with her, son-in-law Tim, and grandchildren Ian and Lauryn. By this time, Gene had transferred to Baltimore, where he spent the remainder of his railroad career in the customer service department. He took early retirement in 1988; by then his railroad had become part of CSX.

Gene was married and divorced once more, through someone he met via a computer match-up service, although none of his family members could recall the name of the bride. Gene was fairly private about his personal life and never talked much about these matters with museum friends, except to quip "married three times, got away scot-free!"

Coke and Pancakes

Uncle Gene's diet was infamous. He loved Coca-Cola and had Coke for breakfast, Coke before bed. His refrigerator was an impenetrable fortress of Coke bottles, and he always had a bottle or can in hand when working at the museum. Cooking was not a skill that he ever mastered and he preferred to eat out -- McDonald's being his gourmet choice restaurant, and pancakes being the favorite menu item. Gene also had a weakness for anything chocolate and referred to himself as "the Cookie Monster."

Gene was Uncle not only to his real nieces and nephews, but to the daughters of his good friend "Chuck" Wonneberger. Becky and Abigail grew up at the museum and developed a close bond with Uncle Gene. Abigail recalls visiting him at his apartment in Baltimore. She happened to open the oven door and found the compartment being used for storage!

In later years, Gene had a falling-out with Coke. He had written to the corporation, headquartered in Atlanta, hoping to get a donation for car 948, and was very disappointed by the denial. Then, the final insult: "New Coke" (one of the all-time marketing disasters). Your editor used to give Gene a present on some of his visits -- a bottle of yellow-capped, Kosher-for-Passover Coke obtained in the New York supermarkets, for it is sweetened with 100% cane sugar. Gene remarked "yes, it is 'The Real Thing!'"

Gene, the Character, and the Caricature

Gene was a unique, unmistakable personality at the museum, with mannerisms and dialect that defied pinning down -- perhaps



L: Gene's high school yearbook photo, 1953. R: Ken Rosen's lens catches Mike Schreiber and Gene Carson (prepared for the unexpected with his signature orange hardhat) in the Coke aisle of a local supermarket, ca. 1975.

it was a combination of the Southern, the Midwestern, and the Bal'mer accents that he had picked up. Most museum regulars had their O.E. impersonations ready. Even the name, "Oh-'eee," was to be said with a certain affectation.

O.E. was a glutton for *pun*-ishment, a fact cherished by many members at his memorial service. Al Santini recalled a time that they were backing a delivery truck down the shop driveway when it came to a jolting stop. Getting out, they both saw the problem -- a pile of lumber that had been left there. To this, Gene keenly said "well, *woodn't* ya know it?!" Gene had his stock of comical names for certain things, too: an FL-9 was a "diseasul," folks in New York City rode the "electric sewer."

Trolley Titans

In 1982, Gene authored a book *Trolley Titans* culminating years of meticulous research on the various small trolley lines across the state of Georgia, their ultimate consolidation under Georgia Power, and the transition of that system to rubber-tired operation. In those unimaginable years before the Internet, such research had to be conducted by actually traveling around the state and visiting many local libraries to consult obscure local newspapers, visiting the state archives to obtain corporate and legislative records, and combing local historical societies and townspeople for photos.

Gene had also been working on another volume, seeking to tackle the even larger topic of all railroads in Georgia. About a year before his passing, as Gene prepared to relocate from Baltimore to California to be nearer his immediate family, he gave custody of this unfinished body of research to the museum, which currently holds the documents in its archives awaiting somebody to complete the project.

948 Comes to Branford

In 1960, Gene became aware of a rapidly growing and successful trolley museum called the Branford Electric Railway Association. The collection was mostly from Connecticut, New York, New Jersey and Rhode Island, but cars from West Virginia (#250, since transferred to the collection of the Pennsylvania Trolley Museum), Washington DC (#650, since transferred to the collection of the National Capital Trolley Museum), and Ohio (#116, presently under restoration) gave some hope that the museum might be interested in this Southern Belle.

Gene wrote a letter to the museum's Board of Directors ca. 1960. About two years later, the letter was answered in an unusual way. William R. Riccitelli, one of the influential leaders of the museum at this time, showed up at the Atlanta offices of the railroad and asked "hey, is there a Gene Carson who works here?" A stunned O.E. took Bill on a tour where they visited 948 and also viewed 997. Bill was very impressed by the quality of the restoration work. 948's owner, Hall Carmical, was willing to donate the car, the shipping costs, and a little extra cash to help with the restoration. Gene offered to travel periodically to Branford to do the work.

To "Ritchie" it seemed like a slam-dunk: get the car for free, and get a talented volunteer who had a track record. Maybe in a few years the museum would have another car to run in revenue service (although the issue of the missing mechanical components would turn out to be a major one). He presented his recommendation to the Board, but not all were in favor. In particular, Richard Fletcher, another very influential museum member, felt that the collection should be limited to local cars. With Riccitelli's campaigning, the Board voted to accept the car, although Fletcher voted against it. This would come to closure about 25 years later.

The car body of 948 was shipped in June 1966 via flatcar and delivered to the former siding off the New Haven's mainline in East Haven. From there it was trucked the short distance to River St. and placed on a pair of surplus trucks of Canadian origin that were similar to what 948 had (Brill 177E1) in service.

Throughout the remainder of the 1960s and the 1970s, Gene visited the museum nearly every weekend, commuting from his home, now in Baltimore. His railroad pass made it a free trip. After getting a ride from Union Station, he stayed on the property in one of the various cars, returning via train to Baltimore in time to get up for work on Monday morning; Gene often said "gotta go back to work so I can rest up."

Member Marcus Ruef recalls these weekly visits: "Back in the seventies, OE commuted to Branford every weekend from his home in Baltimore, leaving Friday after work and boarding Amtrak Train #60 (The Montrealer - also known as the Bootlegger) at Baltimore's Penn Station. He would be picked up at New Haven by one of the regulars and brought out to the museum, where he stayed until Sunday evening. From 1973 to 1975 I was



Museum members, relatives and other friends of Gene Carson assemble at the memorial service on August 6. (J.Hakner)

the second trick operator in Stamford Tower, and 60 would go by around 10:00pm. The Montrealer was still equipped with conventional, steam-heated equipment then, and was always pulled by a GG-1. One of my favorite memories from that era is watching 60 accelerate past the tower after making its stop in Stamford Station, with its GG-1 leading the way, and the train bathed in heating steam. OE was always poised in one of the dutch doors, sporting his signature fedora, white towel wrapped around his neck, and holding a large bottle of Coke raised in a salute as he passed, steam swirling around his visage. When the train passed, I would call whoever was on taxi duty at the museum and let them know how his train was doing."

Residing in Baltimore, Gene also became an active member of the local Baltimore Streetcar Museum and shepherded an inter-museum partnership. Branford members frequently went to BSM to assist there, and the favor was repeatedly reciprocated.

It wasn't a chicken coop! One subject that could raise Gene's ire is the misinformation that circulated on some barn tours and quickly spread like a bad rash. In the railway museum world, a "chicken coop" is a colloquial term for a car that is acquired as a body only. Yes, there were cases where museums literally obtained a car body that had been used as a home for wayward hens, but that is not true for any of the cars in our museum's collection that came as bodies (948, 1330, 1802, 3, 157). 948 was very carefully preserved by Hall Carmical with the clear expectation of ultimate restoration as a streetcar. That didn't stop some of the shop regulars from pranking Gene when he arrived once at the museum for one of his periodic visits and found the interior of 948 decorated with rubber chickens in the windows, as if they were the passengers!

The significant restoration work on 948 that took place during this time is documented in the 2011-1 issue. By 1981, the project was seemingly complete, only 15 years after the car's arrival, and there was a roll-out ceremony. But this did not herald the car's use in every-day service. The surplus trucks had a mechanical defect, and the car was restricted to limited use while a solution was sought.

As circumstances developed, it took another 30 years for the mechanical portion of the restoration to get done. In the meantime, Gene continued frequent visits to the museum. He did additional work on 948 and on whatever other projects happened to be ongoing. Gene served several times on the Board of Trustees. After his railroad retirement in 1988, Gene became the manager of the Gift Shop. In 1991, Deborah and Neville Wardle, who resided on the property as caretakers and managed charter bookings, removed to England. Gene was appointed as the office manager and Corporate Secretary and as such was the immediate predecessor to the late George Boucher. He also relocated temporarily to Branford and lived in the caretaker's trailer, until the Wardles returned in 1992.

Gene brought one major innovation to the restoration shop, as told by member Ken Rosen: "During the 1970s the opinion around the BERA shop was that one's standing as a craftsman was measured by the quality of one's paint brush. Each worker maintained his or her own private collection of expensive, fine bristle brushes, meticulously cleaned and dried after each use. When, one day, Gene was seen using a disposable foam sponge to do finish varnish work on 948, the laughter of others was

uncontrollable. But in time, derision became emulation, as Gene's arguments for the foam brush -- cheap, disposable, no messy cleanup, and no brush marks -- gradually won favor with other volunteers."

Ted Eickmann recalled that Gene had a way of drawing you into what might become a very time-consuming project, with an innocent two and a half words: "gotta minute?" But Gene was also very willing to help out his fellow member.

Car 220, a former cable car of the Third Avenue Railway, was later electrified as a passenger car, and finished its career as a "slot-scraper" work car. It was one of three cars that the Third Avenue Ry. donated to the museum in 1947. Dick Fletcher had been working on the restoration of this car since the 1960s. In 1987, he was diagnosed with advanced cancer and expected to pass away in a matter of months. Dick approached Gene, based on his track record with 948, and asked if he would take over the project. Whatever grudge Gene may have felt, for it was Dick who opposed bringing 948 to the museum in the first place, Gene put aside. He began to focus almost 100% on 220, temporarily placing 948 on the back burner. In Gene's words, 220 became "Baby-II" and he worked hard to finish the car while Mr. Fletcher was still alive. Then a miracle -- the cancer went into remission. Dick, while far from 100%, was able to work with Gene and for the next few years, they completed the car together. Dick Fletcher was ultimately able to operate car 220 on its centennial in 1992, and numerous other times prior to his passing in January 1996.

After 220, Gene generally helped out with whatever the shop project was, 2350, 357, 850 and finally, 948 had its turn again. By 2011, Gene's health had begun to decline, and his visits were less frequent. It was nonetheless his best moment at the museum when, on Members' Day, April 30th, 2011, the car made its second grand debut, and this time it stuck. The car was in regular revenue service the next day and continues to be a popular car today. It was from car 948 that Gene's ashes were scattered in the vicinity of the loop memorial garden, bringing him to rest near the place that he cared so deeply about.

Thank you to Gene's family members Kathryn Davidson, Warren Jones, Laurie Blanchard, Susan Brewer, and to his good friends and extended family Chuck, Catharine, Rebecca and Abigail Wonneberger, for their assistance with this article.



Gene with Richard Fletcher and "Baby-II" (car 220), ca. 1992
(BERA Library #P18148)



Gene, his bottle of Coke, Kathy Slinsky and Becky Wonneberger-Kennedy at the wedding anniversary celebration of Cathy and Chuck Wonneberger, October 2007. (R.Slinsky)



(l-r) Bob Yohe, Gene Carson, Ted Eickmann at Short Beach just after the ceremonial first run of 948 on Members' Day, April 30 2011. (K.Slinsky)



Gene introduced the foam sponge brush to BERA carshop work. ca. 1979 he uses one to apply paint to Baby's exterior. That dented work light marked "CARSON" would be around for at least another two decades. (K.Rosen)



Gene spent countless hours at the beadblaster machine cleaning up many small metal parts. This photo was taken in October 2008. (J.Hakner)



Gene addresses the 1977 Annual Meeting in Sprague Station. (Gary Hartman / BERA Library #P5270)

Flood Remediation Progress

Since the last update in this publication, one more car is complete, work was begun on three more cars (of which one is nearly complete), and two more cars saw progress at the motor repair shop. Specific funding has been received for one more car.

The pace of this program has now accelerated thanks to fundraising successes. We also have both Irene and Sandy claims open at the same time. The former covers primarily traction motor damage, the latter compressors, brakes, bearings and other components that are a bit higher than the traction motors and got flooded in Sandy but not Irene. We had been using just one vendor, Schulz Electric in North Haven, but since their acquisition by Timken, their shop had an increased workload and was not able to escalate to meet our increased output. Two additional shops, Accuwind and Magnawind, both in the New Haven area, have been retained.

Union Railway 316, to date the oldest car completed under the program (built in 1896), was one of the cars that had been "temporarily repaired" however that repair ultimately failed, a fact to keep in mind when considering that the other dozen cars now in service, which have been temporarily repaired, should receive permanent overhaul. One of the two traction motors required a complete armature rewind including a new commutator. The completed motors arrived and were installed during August. Since this is a hand-brake car, no further work was needed (other than to replace one journal bearing which was found to be worn out) and the car was put into Building 8 after several test runs.

Together with Toronto 2898 and ConnCo 2350 which were covered in the last issue, that makes three additional cars placed in service during 2016. In total, 10 cars are completed as of late October (302, 316, 356, 865, 1792, 2001, 2350, 2898, 6688, 9137).

Two more single-truck, hand-brake cars came into the shop for motor removal. Unlike 316, these cars had never been de-trucked since before coming to the museum and were considerably more difficult to take apart. In fact, all of these cars were designed to have traction motors replaced from underneath. However, our current pit can not handle such heavy work, so instead the body of each car had to be lifted from its truck. This involved disconnecting the elliptic and coil springs between body and truck. In the case of 61, with its unusual Bemis truck design, an additional sway stabilizer bar had to be removed, along with the lifeguards and a grid resistor bank in order to get the jacks with the lifting beams set up properly.

Neither car's truck rolled very well by hand but after rolling out into the light, the overhead hoist was used to remove the traction motors. The motors from car 220 were sent out in June and were being installed as this issue was going to press. Car 220 is expected to be back in service by mid-November. The motors for car 61 have not yet been sent out.

ConnCo 775, one of our regular revenue cars, was the "poster child" of the Elevating the Collection campaign, featured sitting in flood water during Irene in August 2011, and also as the ceremonial first car running in to Building 8 in November 2014. It was the recipient of a temporary washing and in-place drying and has been monitored carefully during its periodic inspections.

During the summer, the #2 traction motor showed signs of a new, developing problem with the commutator. Rather than risk motor failure, the car was taken out of service. The motors have been extracted and are now at the motor shop, with the hope that the car can return to service during the 2017 season.

Car 500's motors were back from the shop as this issue was closing. All armature bearings (there are two in each motor) required re-lining. This work was completed over the summer by the motor shop's subcontractor, who also machined each babbitt bearing for proper fit to the armature shaft. However, a "dry fit" revealed that the bearings were loose in their housings. The bearing retention dowels and mating holes in the bearing shells were badly worn. This required additional, unanticipated machine shop time to correct these problems. As a result, the car was not able to be completed in time for the Annual Meeting, but should be ready by early 2017.

ConnCo open car 1425's motors had returned from overhaul in June. After each one had its armature bearings packed at the museum and was run-tested for several hours, the motors were shipped to the contractor in Pennsylvania which is rebuilding the car's O-50 trucks. The latter work is not FEMA-covered. The contractor has also been sent a set of 8 replacement wheels and a complete set of motor axle bearings, along with scans of all of the drawings in the museum's archives pertaining to this truck design, and a CAD file with the desired wheel profile contour. We expect the completed trucks will be returned in 2017.

ConnCo 1911's motors are in progress at the motor shop. These GE203 motors are of the commutating pole design, meaning the field frame is twice as complicated as older motors, such as Car 500's GE-80s. As a result, it is desirable to clean and dry the fields without removing the coils, if possible. Two of the motors responded to this treatment (megger readings of each main and commutating coil exceeding 1000M) but two did not. These field frames were completely disassembled and it was discovered that one main field coil was defective and will require a rewind. The others require further drying and re-taping. All but one armature bearing required re-lining. These bearings have been sent out to the subcontractor and are awaiting return. The armatures have all been cleaned, dried and dipped.

In addition to the above traction motor work, the air compressor on Brooklyn crane 9137 was removed, sent out for overhaul and re-installed. Another spare air compressor, suitable for ConnCo 865, has recently returned from overhaul, and the compressor for Brooklyn 4573 has just been sent out.

The museum recently received a 50:50 matching grant for Cincinnati & Lake Erie 116, which is described further in a mailing that was sent to all members in late October. This work should take place in 2017.

Up-to-date information on the progress of individual cars in this program can be retrieved from <http://www.bera.org/recovery-status.html>

As of the close of this article, the "score" is: 10 cars done, 10 cars in progress, 12 cars with temporary repairs in-service, 7 cars with funding awaiting start of work. Let's look at the 16 remaining on the list, awaiting funding:

Amy, an early 1899 vintage 4-wheel electric locomotive, which spent its career as the shop switcher at a foundry plant. Until larger power arrived, it was the locomotive of choice at the museum in the 1950s and 60s.

5, the only preserved electric rotary snowplow, from Montreal. The two plow blade motors were not damaged nor was the air compressor, but the traction motors require overhaul.

8, the Red Arrow Lines (Pennsylvania) Brilliner, built in 1940. It requires extensive traction motor, compressor, brake and control group repairs.

9, a 1911 Montreal and Southern Counties wooden interurban. The interior and exterior of this car are presentable, and it had been used for special events in the past. In addition to traction motor and air system work, it may require bearings and gears.

10 and **9799**, nearly identical 1899 single-truck Brooklyn snowplows. These are hand-brake cars and need only the cost of overhauling two traction motors. 10 has been restored and has operated for special events, while 9799 is unrestored.

12, a 50-ton Baldwin-Westinghouse electric locomotive, used on the Utah & Idaho Central R.R. and on the Cornwall St. Ry. This is really the locomotive of choice for moving larger, heavier cars and was regularly used as such prior to the 2011 flood. It requires 4 traction motors to be overhauled (they are big ones) and wheel truing work (not FEMA-covered).

84, the Red Arrow Lines Master Unit. This car will require extensive traction motor, compressor, air brake system and control system repairs. In addition, it is on shop trucks; the broad-gauge original trucks require re-gauging, which is not FEMA-covered.

388, Staten Island Rapid Transit: Requires repairs to two traction motors, air compressor, air brake system, control system and associated wiring and piping.

1227, Brooklyn Rapid Transit elevated motor car. This car was operated frequently and was under restoration prior to the floods. Requires two traction motors, compressor, air system and control system repairs.

1403, convertible single-ended passenger car from Montreal. Requires 4 traction motors, compressor and possibly brake cylinder work.

1706, single-truck convertible passenger car from Toronto. A hand-brake car, requires just two traction motors to be overhauled.

1972, the single-ended sister car to Montreal 2001. Requires 4 traction motors, compressor, line switch and possibly brake cylinder repair.

3000, double-truck lightweight Birney passenger car, Connecticut. Requires extensive repairs to all 4 traction motors, line switch, compressor and possibly brake cylinder.

5002, home-built 50-ton switcher, Montreal. Had been undergoing some restoration work prior to 2011 flood. Air system is up high, requires just 4 traction motors to be overhauled.

9832, single-truck sweeper, Brooklyn. Hand-brake car, needs 2 traction motors overhauled. Broom motor was not affected by either flood.

Funding is also needed to make permanent repairs to some of the 12 that were temporarily repaired: Montreal Shunter, Montreal crane W-3, Ottawa Line Car 25, H&M Subway car 503, IND subway car 1689, IRT subway car 5466, BRT El car 1349, Rhode Island emergency car 1504, Montreal plow 3152.

If you are interested in sponsoring a specific car, either individually or as part of a small group, museum Director John Proto would be happy to have a conversation with you. Contact him at office@shorelinetrolley.org or call (203) 467-6927.

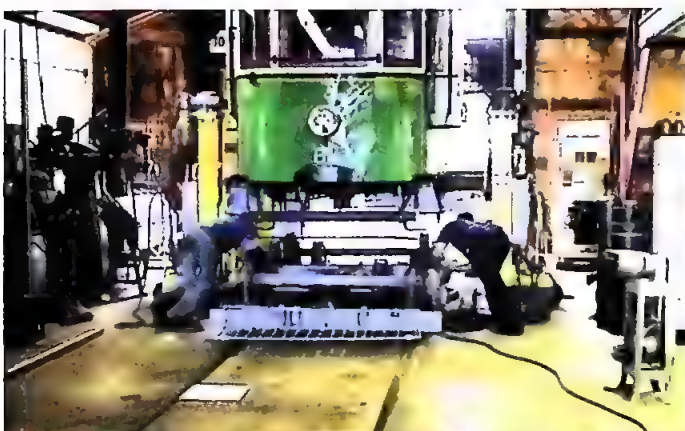


ABOVE: The scene at Schulz Electric in July: In the foreground, motor frames for car 500, with overhauled field coils re-installed and new motor leads. These are GE80 motors with split frames. In the back right are the "box" frames of the GE203 motors for car 1911. BELOW: 4573 is in the shop, mid-July. The truck in the foreground is being adapted for use as a shop truck, to allow the car's trucks to be removed and disassembled for wheel truing work. BOT: Nameplate on the ancient GE800 motor from car 61.





ABOVE L: Joe Marcarelli, Mat Lyons (just his blue gloved hand visible) and Braeden Coughlin install overhauled motor into 316's truck. R: A few days later, the car is operable again and poses in the loop. The steps were at Ron Parente's home workshop getting a touchup and have since been re-installed. (J.Hakner)



TOP L: Motors have been pulled from 61 and its truck is being rolled back under the car by hand. R: Set of four overhauled GE80 motors is stored on the little flatcar while being run-tested. MID L: Mat Lyons had to crawl into this tight space to disconnect brake rigging on 220 prior to jacking up, viewed through the trap hatch. R: Joe and Mat pull one WH68 motor from 220's truck. BOT R: This structure in the center of the truck is the conduit plow mount. The plow would hang from this, free to move side-to-side on the two transverse rods, as it followed the course of the "slot" in the center of the track. Car 220 (later work car 33) never had a trolley pole; it was added by the Connecticut Company after the museum obtained the car, while it was being stored at James St. barn. (J. Hakner)



Buildings & Grounds

Rob Paradis and **George Papuga** cleaned up brush and debris all around the property to keep up a neat appearance for our visitors. Crushed stone walkways were improved by Rob, using his heavy equipment, in time for the PATH-WTC exhibit opening and the start of Haunted Isle and Pumpkin Patch. A replacement circuit breaker panel for Barn 1 was completed by **John Aurelius**, **Dana Bow-ers**, **Harry Whipple**, **Andrew Serio**, **Rich Parente** and **Dan Mongillo**. Up in the new buildings, **Rich**, **John**, **Mike Scholl** and **Jeff Hakner** pulled in the heavy wiring to feed Building 9 and, with an assist from **Mike Hildreth**, completed a sub-panel in Building 8 to provide outlets to support the Haunted Isle program. The "TO THE TROLLEY" signage at the back of the Sprague building was repainted by **Howie Williams**.

Track

In addition to new Elevating the Collection track construction mentioned in the article on page 17, a few more switch ties were replaced along the "run-around" track near the barn 6 leads. Switches, frogs and guard rails received their periodic maintenance and lubrication. Tie plates, joint bars, short lengths of rail and other track materials stored along the mainline were sorted and a few tons of material, too rusted or worn to be suitable for re-use, were scrapped. Track volunteers: **Jeff Hakner**, **George Papuga**, **Braeden Coughlin**, **Dennis Hoyt**, **John Cox**, **Joe Perrino**, **Rob Paradis**, **Phil Christopher**, **Alex Karnes**, **Finn Riordan**, **Carol Riordan**, **Harry Greenblatt**, **Alan Zelazo**, **Jim Day**.

Signal

A lightning arrestor for signal control cable was installed in the Alex area. A defective insulated end post was replaced at the insulated joint associated with signal 30W, which corrected an intermittent problem when the rails expanded in the summer heat. Rail bond

replacement took place out on the mainline in Riverside east curve, and new bonds were applied to the newly laid tracks in buildings 8 and 9 and associated yards.

Line

The busy summer season, when the railway runs every day, is a time for preparation for fall line work season. Toward that end, **George Papuga**, **Dennis Hoyt** and **John Cox** sorted line hardware, cleaned and painted insulators, and applied waterproofing to the bottoms and tops of new line poles which are waiting to be set. Span wires and insulators near Barn 5 were replaced and one new pole was set in the yard between barns 1 and 3. **Rob Paradis** cleared brush on the main line which was interfering with the overhead.

Vehicle Collection

C&LE 116: The green and gold striping of the ceiling panels, a tedious job, was completed by early summer. The next major project was the replacement of the shades. **Conrad Misk** donated the cost of having new curtain material made which matches the original C&LE pattern and was placed on new curtain rollers. The mouldings above the windows had to be removed to access the curtain pockets. Old shade guide hardware was cleaned up and the new curtains were installed, followed by re-assembly. There are 22 windows with shades in this car, so this occupied most of the hot, steamy summer. As autumn approached, attention had turned to installing the re-finished baggage racks, as the seats were being removed for re-upholstering. Volunteers: **Joe Cavanagh**, **Robert Dusel**, **Paul Hilzen**.

NJ center-entrance trailer 4584: **Bob Yohe** and **Ted Eickmann** are making progress on the roof deck repair and replacement. Numerous boards have been installed to address damaged sections of the roof. At the lower edge of the roof there is a "tack strip" to which the canvas is secured with tacks. All of the tack strip needs to be replaced. The

straight pieces are easy, but at the corners, it was necessary to use the steam generator and a length of pipe to soften the boards. They are then bent to shape in a form and allowed to dry, whereupon they retain the curvature and can be installed. The ventilators which had been covered over when the car body was being used as an office in New Jersey are now being exposed and refinished.

Hudson & Manhattan 503: **Al Zelazo** and **Victor Gordon** continued to clean, paint and re-install the ventilators. By the time of the PATH-WTC exhibit opening, all of them were on the newly-painted roof as the car was displayed nearby. Painting of the interior continued, primarily the cab areas and the side doors. Now that the batteries are in good condition, work was begun to get the door controls and door indication circuits functional again. Because car 503 ended its career in work-car service, these items were neglected and disconnected. When this mini-project is done, 503's side doors will open and close from the pushbutton controls, and the engineer's and trainman's indication lights will illuminate and extinguish, for the first time since 503 was retired from passenger service in the early 1970s. "Visiting fireman" **Harry Greenblatt** from TMNY assisted.

Toronto Sweeper S-36: **Rob Paradis** continued removing old paint and rust from the trucks, priming and painting. Steps, step brackets, the wing plow blade & chain, and other hardware was also painted. Even the trolley poles were taken off the car, stripped down and re-painted.

JTC 356: You've read in a recent mailing of the exciting news about an \$11,000 challenge grant for seat and paint work to get this car back into the revenue fleet. **Ron Parente** has made his contribution -- in wood. Working in his home woodshop, Ron fabricated 16 brand new seat frames to replace those that are too deteriorated to be repaired.



L: George Papuga's camouflage pants make him blend in as he replaces a ground anchor to the north of the track near Short Beach. Line car 25, his transportation and tool/supply car, is nearby. (R>Addit) R: Victor Gordon uses a wire wheel to remove rust from gate of car 53, on track 42. (J. Hakner)

JTC 357: Master mechanic **Dennis Pacelli** repaired an air leak in the deadman foot interlock valve, with some assistance from **Jeff Hakner**. The #1 brake valve was disassembled, cleaned and re-lubricated with a new key washer. Both trucks were inspected and lubricated. Brushes in the #3 traction motor were replaced. **Dennis** re-upholstered two seat bottoms. **Rob Paradis** varnished these seats and **George Papuga** replaced a broken door glass pane.

ConnCo 775: As described in the article on page 9, during routine lubrication and inspection of the trucks and motors, a defect was found in the #2 traction motor. All four motors have been removed and will be overhauled. The car is stored out-of-service in Barn 3. While we are waiting for the motors, one grid bank which had an extensive patchwork of repairs was dropped for more permanent overhaul. The #1 brake valve required replacement of a rubber grommet and a spring to correct leakage.

New Orleans 850: Trucks, controllers and motors were inspected and lubricated. One platform window sash on the #1 end was painted. Brake valves were cleaned and lubricated.

Atlanta 948: Trucks, motors and controllers were inspected and lubricated. During this inspection, a broken leaf spring retainer pin on the #2 truck was corrected, along with a broken spring in the #2 controller. 5 of the seat bottoms required repair.

Montreal 2001: Trucks, motors and controllers were inspected and lubricated. The line switch ratchet head on the #1 controller was disassembled, cleaned and adjusted. Several air leaks and a broken wire and fuse holder in the heater circuit were repaired.

ConnCo 1602: The #1 brake valve was turned in as sluggish. It was disassembled and lubricated. Both controllers were inspected.

Brooklyn 4573: Two shop trucks were

prepared for use under the car. Because these well-worn bogies have smaller wheels than 4573, it was necessary to remove the center and side bearings and insert wooden blocks to raise them to the correct height. Both trucks were swapped out and 4573's trucks were disassembled to remove the four wheelsets. These have been sent out to a machine shop which gave us a very good price for getting the wheel truing work done, and are expected back shortly, after which reassembly and installation of the overhauled motors can take place. The air compressor was removed from the car and inspected. Water damage to the mechanism did not appear to be serious, most likely because the flood water was drained from the pump days after the Sandy event. With a little work and lubrication, the pump turns freely. The electrical side is another story, with very poor insulation readings as a result of the flood damage. The compressor has been sent out for electrical overhaul. In the meantime, the head and valves were inspected and found to be badly pitted from the salt water contamination. A profiled grinding stone was ordered from a specialty supplier and associated tooling was made in our machine shop. Valve seats have been ground and the valves are being lapped in. Volunteers: **Jeff Hakner**, **Mat Lyons**, **Alex Karnes**. As this issue was closing, **Conrad Misek** began a roof replacement project. This car was given a "cheap and dirty" roof job over 50 years ago by using a rubber membrane instead of authentic canvas. This material, and the remnants of the Brooklyn-applied canvas underneath, had completely deteriorated. **Conrad** has now stripped off all the old roofing layers. The tongue-and-groove deck underneath appears to be in good condition. He is preparing the surface for new canvas.

Yard hosting: As described in the Elevating the Collection article, **Bill Wall** led a big switching move between barn 6 and building 9, assisted by **George Papuga**, **Dennis Hoyt**, **John Cox**, **Jeff Hakner**, **Al Zelazo**, **Wayne Sandford**, about 10 gallons of cold drinking water, a couple of boxes of rags fashioned into

sweatbands, and a thunderous finale complete with downpour and rainbow.

ConnCo 2350: In addition to flood repair work documented in the page 9 article, **George Papuga** did some spot sanding and painting of the exterior and cleaned the interior. **Jackie Caulder**, **Matt Vitka** and **Rob Paradis** also volunteered time in getting the car back into operation.

ConnCo 1802: **George Papuga** and **Rodger Addil** cleaned roof hardware. One exterior dasher has been stripped down. A friend of **Rodger** alerted him to the estate of a relative who had recently died and left a barn full of obscure parts, including window sash from ConnCo 1800 and 1900 series cars. This turned out to be a lucrative find, as these sash contained hardware needed to complete previously missing parts of car 1802.

Ottawa line car 25: The hand brake system was adjusted. The motor and truck bearings were lubricated. Several burned segments were replaced on the #1 controller.

Montreal crane W-3 was brought into the shop for inspection by **Dennis Pacelli**. The crane was jacked up with the electric jacks and the truck under the "tub" end was removed for inspection. As a loose truck, it can go on the pit (but W-3 as a whole is too heavy for this pit) and this allowed the #3 and #4 traction motors to be inspected. Motor suspension bolts were replaced. The truck center plate was removed and cleaned. Loose mounting bolts were replaced. The M-13 brake valve and the A-1 emergency valve were removed, lapped, lubricated and re-installed. **Jeff Hakner** and **Joe Marcarelli** inspected and adjusted the hoist cable magnetic shaft brake. A broken mounting bracket casting was brazed.



ABOVE: **Rodger Addil** stripping dash of 1802. He also took the photo of roof work on car 4573 (L)

On its Wheels After a Century

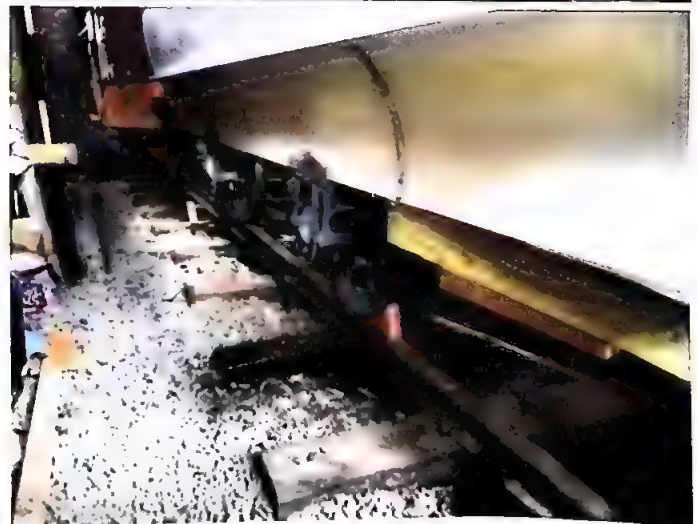
On October 18th, 2016, Metropolitan St. Ry. Co. horsecar #3 rolled on the rails for the first time in about a century. As detailed in the 2014-2 issue of this publication, the last horsecar operation in New York City was on July 26th, 1917. Although the exact date is not known, ca. 1916-1917, car #3 was purchased by philanthropist Benjamin Field and the body was transported to his estate in Yorktown, NY, where it was intended to be used as a cottage. The car was not that old at the time, having been manufactured in 1893 by the John Stephenson company located on 4th Ave. and 27th St.

About 40 years later, museum member John Stevens, a scholar with several published works on the development of the street railway, visited the Field Estate and viewed this horsecar body. It came to the museum in 1960 and since it lacked any kind of running gear, was placed on a small wooden 4-wheel flatcar where it remained until just now. For the past two years, the car has been under extensive restoration, supervised and funded by John Stevens and executed by master carpenter Alex Jeracka of Guilford.

With the body now structurally complete and the pedestals mounted to the side sills, it was time. Small beams were placed under and across the body and it was jacked up slightly as the flatcar was rolled out. Then the two wheelsets, obtained in the 1950s, were rolled into position, the journal boxes were slid over the ends, and the body was slowly jacked down until the boxes were seated in the pedestals. This work was performed by Conrad Misek.

There is still quite a bit of restoration work remaining, including both platforms and bonnets, seat risers, flooring, ceiling and painting.

TOP R: Horsecar 3 still at the Field Estate in 1957. M: At the museum in 1964 on the wooden flatcar, before it was entombed in homasote. (coll. J. Stevens) BOT R: On its own wheels again, Track 71, October 2016. BELOW: Note how the wheels protrude into the body. The seat will cover them. Tongue-and-groove boards are laid out in preparation for putting down the floor. (R. Addil)



Tax Deductions

The Shore Line Trolley Museum is recognized under section 501(c)3 of the IRS tax code, meaning that most types of donations are eligible to reduce your income tax if you itemize deductions on your return. The complete corporate name of the museum is The Branford Electric Railway Association, Inc. and our Federal tax identification number is 06-6088826. You can check the tax-deductibility status of our or any other organization at <https://apps.irs.gov/app/eos>

Monetary donations are generally deductible at the face value of the donation, in the tax year in which you made the donation to the museum. Although for donations under \$250, your cancelled check, credit card statement or other bank record is sufficient documentation, it is the museum's policy to acknowledge all donations with a letter. If the donation was made by mail or over the phone, you'll receive a letter in the mail. For online donations, you'll receive an email unless you also ask for a "hard copy" letter. Acknowledgment letters are sent within 5 business days of the museum's receipt of your donation. If you do not receive a timely acknowledgment, please contact the museum!

The amount of your deduction is reduced if you received goods, services or premiums in exchange for your donation. If this is the case, the letter would clearly state the dollar value of any such goods, services or premiums. E.g., if you bought a ticket for lunch at Members' Day, its value is equal to your payment, and so no part of your payment is deductible. The IRS does not recognize the argument that you didn't care for the food and thus your ticket should be considered a donation!

Membership Dues: Dues payments of \$75 or less are fully deductible. In the higher levels of membership, your membership renewal letter will declare the fair market value of any premiums that you have received. This amount should be subtracted from the dues amount to arrive at the deductible amount.

Volunteering at the museum may lead to some deductions. Unfortunately, you can not deduct the value of the time you volunteered! You may deduct the cost of travel between your home and the museum, but only when the purpose of the trip is to volunteer at the museum, and does not involve a "significant element of personal pleasure" (other than the pleasure that you get from volunteering, of course). The charitable auto travel rate for tax year 2015 was 14 cents per mile, plus actual cost (e.g. with your EZPass discount) of tolls, but not including the cost of gas, wear-and-tear, etc. which is factored into the 14 cents per mile. If you stay overnight then the cost of lodging and meals can also be deducted. If you come to the museum via public transportation, your actual cost is deductible. It is a good idea to keep travel logs and receipts for documentation.

Out-of-pocket expenses (except those for which you are reimbursed) are deducted the same as monetary contributions. E.g., if you are a volunteer trolley operator, the cost of your hat is deductible because it is required for volunteering in that capacity, and because the hat isn't "suitable for every-day use." Be sure to keep your receipts to document these expenses.

Gifts In-Kind are donations of items that the museum would have otherwise purchased. E.g. to support the restoration of a particular car, you purchase a gallon of paint. In general, if the

purchase was made recently and the item was not otherwise used prior to being given to the museum, you may deduct the full amount that you paid for it. Submit the original receipt for the item to the museum (keep a copy for yourself) and the museum will issue a letter acknowledging receipt of the item along with the date and the purpose for which it was or will be used.

Gifts of Stock and other securities can be complex and may require professional advice. If the asset being donated would have qualified as a long-term capital gain had you sold it, in general you can deduct the fair market value of the asset as of the day that ownership transferred to the museum. Gifts of long-term appreciated securities can be a powerful giving mechanism. Say you purchased 100 shares of XYZ corp for \$10 each and have held them for more than one year. They are now worth \$20 per share. By donating these shares to the museum, you have doubled the charitable potency of your original investment and avoided long-term capital gains tax on this appreciation. This is better than selling the stock and donating the proceeds.

A Qualified Charitable Distribution may be beneficial to both you and the museum if you are 70½ years or older and have required minimum distributions from an IRA. Making the distribution directly from your IRA account to the museum may be a tax-advantaged way to contribute, depending on your situation.

Gifts of Property should be made after confirmation by the museum that the property is actually useful to the museum's purpose. The museum will provide an acknowledgment letter showing the date and location of the donation and a description of the donated item(s). The IRS code prohibits the museum from stating its opinion on the value of the property (this rule was instituted because of past abuses primarily in the art museum world) which means you, the donor, are responsible for determining the fair market value for deduction purposes. The rules vary depending on the declared value. IRS Publication 561 has more information about donations of property.

IRS Publication 526 is the primary guide to tax deductions for charitable contributions. The museum is not authorized to give "tax advice." You should always consult a professional tax advisor and/or the IRS if you have any questions about tax deductions. Once again, the museum's Board and staff thank you for supporting the museum in any and all ways!



George Papuga was a recipient of the 2016 East Haven Mayor's Merit Award for volunteer service to the community. He is flanked by East Haven Mayor Joe Maturo and State Representative James Albis. (Linda Hennessey)

2015 Volunteer Hours

In this issue the 2015 volunteer time is tabulated. With just over 18,179 hours contributed by 140 distinct individuals, volunteerism continued to increase. Although "gate" revenue, monetary contributions and dues are easier to account for, the value of these many volunteer hours is a significant portion of the museum's overall support. If valued at just the State of Connecticut minimum wage (\$9.60), this volunteer time would have cost the museum \$174,518! Of course, since most of this time represents highly skilled labor (sure, try hiring someone to re-wire your antique streetcar for \$9.60 an hour!) the true value is much higher. So it behooves us to thank our volunteers. Without them, the museum would not be able to accomplish what it does, year in and year out.

The museum tracks volunteer time by person and by category. Public operations continues to be the single largest aggregate category, representing 28% of the total hours volunteered.

Physical plant time (track, buildings, grounds, power, signal, line) taken as a whole was also 28% of the total. A large amount of this was Elevating the Collection new construction. Hours contributed to the maintenance and restoration of our collection of antique transit vehicles has always been a strong category and was 24% of the overall volunteer time (this does not include the paid hourly labor of our Master Mechanic, or paid labor for the FEMA-subsidized flood recovery program). 8% of time went to curatorial activities other than the vehicle collection, especially with the move of the archives to 14 River St. and the acquisition of the ERA & Stevens collections. Finally, 12% of the volunteer time was spent on external affairs, community outreach, fundraising, publications, membership administration & misc.

Time shown below is based on volunteer time reports submitted via the shop office logbooks, on the daily operations log, and on reports emailed directly to the editor.

Rodger Addil	298½	Carl Grimm	141	Carol Reid	3
John Aurelius	200½	Lou Guadagni	40¼	Mark Reimers	24
Joyce Aurelius	46	Jeff Hakner	1257¼	Merill Resnick	59¼
Dave Barraza	8	James Harris	37¾	Carol Riordan	27½
Pete Barrington	5	Caryle Henry	64½	Finn Riordan	27½
Nolan Bath	17	Mike Hildreth	215½	Adam Robillard	30
Neil Berger	6	Paul Hilzen	118¾	Robert Rodenkirk	56¾
Anthony Bianco	43	Dennis Hoyt	79	Jacklyn Rodriguez	60½
Antonio Bianco	29	Tom Hunter	30	David Rosario	46
John Birk	36	John Hutchet	12¼	Harry Roscoe	171¾
Dana Bowers	734¼	Dennis Ingalls	25	Ken Rosen	54¼
Jimmy Boylan	160½	Alex Kames	9	Walter Rothaug	40¾
Peter Callahan	317	Michael Kelley	60½	Stephen Rudolph	71½
David Cassano	25½	Terence Kennedy	71¾	Marcus Ruef	32
Joe Cavanagh	339½	Charles King	27	Bob Ryan	42½
Dexter Cheney	4½	Fred Krock	62½	Rachid Saadi	60½
Phil Christopher	9	Michael LaCovara	46½	Bob Sampson	46¾
Thurston Clark	118¾	James Landi	34	Mark Sampson	8
Frank Contento	55½	Tom Lenhart	64	Christine Sandford	3
Braeden Coughlin	99¾	CK Leverett	10¼	Wayne Sandford	1562¼
John Cox	141½	Deirdre Levinson	5	Tom Savage	83¾
Rick Cross	19	Lou Levinson	191¾	Christian Savarino	66
Raleigh DAdamo	7½	Mathew Lyons	149¼	Mike Scholl	10
Ernie Darrow	35½	Howard Mann	3¾	Marilyn Schreiber	24
Scott Davis	30	Joe Marcarelli	232½	Mike Schreiber	1458½
Paul Davy	579¾	Tommy Marcarelli	3	John Sikorski	117¾
Jim Day	24	John McCarthy	3¼	Mike Silano	8
Alex Degnall	2	Howard McGinn	49	Jonathan Silhavey	5¾
Frank Devries	24	Chris Miller	24	Roger Silhavey	2¾
John DiSarro	64	Ed Miller	5	Judy Sittnick	3
William Dobkins	119¾	Conrad Misk	1500	John Soehnlein	820
Francis Dougherty	55½	Dan Mongillo	111½	Ben Sternhell	101
Walter Douglas	22½	Jay Nickse	3	Mark Sullivan	68¾
Jim Duffy	8	Nathan Nietering	22½	Roberto Tillman	200½
Ryan Durand	65	Efrain Ortiz	49	Steve Ubowski	7
Robert Dusel	138	Jerry Otrin	9	Matthew Vitka	98
Ted Eickmann	958½	Denny Pacelli	16¾	William Wall	2
Clayton Emerson	21	Mark Palmieri	3	Lee Wezenski	63¾
Jim Farer	30¾	Phil Palmieri	4	Harry Whipple	261
Randall Fleischer	7¼	George Papuga	489	Howard Williams	129¼
Paul Floroff	101¼	Mark Papuga	7	Charles Wonneberger	2
Carmela Gaetano	3	Rob Paradis	396¼	Matt Wuensch	52½
Santo Galatioto	84½	Rich Parente	24½	Bob Yohe	493½
Adare Ghist	2	Ron Parente	3	DJ Zelanakas	15
Greg Gil	47¼	Joe Perrino	184	Liz Zelanakas	20
Victor Gordon	160½	John Proto	111½	Alan Zelazo	258½
Harry Greenblatt	2	Kevin Randall	65		

Elevating the Collection Update

Both Buildings in Use, Flood Evacuation Plan Tested

Tropical Storm Hermine emerged unexpectedly in the Gulf, cut across the southeastern US and got people in the Northeast into storm preparation mode, fearing another Sandy-like left turn that could have brought major flooding to our area. The New York City subway shut down some lines and sandbagged station entrances. Labor Day beach plans were ruined with dangerous rip currents. The unofficial end of summer looked like an impending disaster.

We're all lucky that this tropical system went out to sea. In the process, the trolley museum's storm preparedness was tested and we passed. In just a few hours, all of the operable cars had been moved to higher ground, with room left over. For the first time, both buildings 8 and 9 were put to use. This was made possible by the past several years of hard work. In this article we'll look at project progress since the last issue closed in May.

In late June, cars 27 and 3662 were moved in to Track 92 as the finishing touches were being put on Track 91. A major switching move commenced several weeks later on one of the most oppressive, tropical days of the summer. Cars 5, 1403, 1972 and 2431 were moved from Barn 6 to tracks 91 and 92, freeing up space to get some cars that have lacked indoor housing and are very fragile, finally under cover (S-62, 1362, 3271).

A few lengths of rail and some used ties were placed temporarily in the footprint of the new loop, east of switch B-94. This allowed a number of shop trucks to be moved into the clear. The leads to Barn 6 are almost clear now and the run-around track is completely open, giving free access to the Building 9 leads.

A few weeks after that, car 2350, now fully functional (see article page 9), was placed into safe storage on 91 track. This filled up the space on 91 and 92. Track 93 holds car 500 at the moment, scheduled to come down to the shop any day now for motor re-installation, and is otherwise being kept open to facilitate construction of track 94.

This final track of Building 9 contains the 100' long pit. The concrete foundation was part of the base building contract, along with the embedded steel beams in the floor. After meeting with and obtaining bids from several welding/steel fabrication companies, the job was awarded to a local contractor in North Haven who had the best price. The museum would like to thank the Chapin & Bangs Co. (Bridgeport, CT) and their sales representative Dick Hansen, who provided the roughly 10,000 pounds of structural steel to us at wholesale cost. The steel was delivered directly to our fabricator's shop to set up and weld as much as possible before coming to the field. As of this writing, the contractor has completed fabrication of the 6x6 columns with their cap plates and of the sistered I and C beams that form the spans. The columns have arrived at the museum and are being lined up and welded in place every 6'8". Spans will follow. Once the welder's work is complete, it will be the museum volunteers' job to lay the 80AS rail on top of the spans and to bolt it down.

A novel aspect of the pit is that one 6'8" span of track is designed to be removable. After positioning a car on the pit and securing it against rolling, the short section of rail and span

beam can be unbolted, slid slightly sideways and lowered with a lift table. This then allows a heavy component such as a compressor that happens to straddle the rail to be removed from the car. Suitable credit is due to Seashore Trolley Museum, which incorporated a similar design in their pit several years ago.

The final bit of new track progress during these past few months was track 85. It is now entirely spiked (the last 40' or so, along with the entirety of track 90, were omitted for now to facilitate the Haunted Isle's 2016 season) including the re-cycled single-point switch (formerly of track 21). This track gives us additional high, level space and was used for such during our Labor Day "drill." When track 90 and the crossover to 85 is completed, probably in 2017, this will make it easier to switch cars between buildings 8 and 9 and, along with the new loop, will make it possible to wye cars end-for-end in this area.

Thanks to a generous response to our Spring Appeal, matched by an anonymous donor, along with several other major gifts to the project during 2016, the museum had the funding to order the line poles, rails, ties, joint bars and other materials needed to complete the track and overhead line aspects of the plan. 24 new line poles arrived in September. After locations were staked out, we were very fortunate that our museum Director, John Proto, was able to secure a donation of services at wholesale cost from Chris Gambino, owner of CT Utilities Inc., whose crew has thus far set 9 poles with an auger truck. The overhead line installation is complex and tedious. The components don't weigh nearly as much as track, but they are 16-25' up in the air! The first priority will be to get at least one track's worth of overhead line in place for each building, which will greatly simplify the jumper work currently required to access the cars there.

Toward this end, Bill Wall has secured, via inter-museum trading, a supply of overhead fittings such as frogs, ears, hangers and insulators, all sized for the 0-0 grooved trolley wire that was previously obtained.

The new loop track construction will begin as soon as poles are set, since the crew needs to occupy the footprint of the loop with the truck to access some of the pole locations. A sample new guard rail spacer and support assembly has been received and is being evaluated. We'll need about 50 of these to attach the 60# guard rail to the 80# running rail all around the loop.

Another important part of realizing the full potential of the new buildings is the AC power. We now have indoor and outdoor outlets all around Building 8 which the Haunted Isle performers have put to immediate use. A set of 350MCM feeder wires was pulled from the service disconnect through the underground conduits laid in 2014 and into Building 9. Very soon these wires will be terminated and a circuit breaker panel will go live in that building. This clears the way for the beginning of lighting installation in both buildings.

See the latest photos at:
www.bera.org/etc-photos.html

THE SHORE LINE TROLLEY MUSEUM

Operated by the
BRANFORD ELECTRIC RAILWAY ASSOCIATION
www.ShoreLineTrolley.org (203) 467-6927

17 River Street
East Haven, CT 06512

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One of the museum's youngest volunteers, Joe Markowski, cuts the ribbon for the PATH 745 WTC exhibit accompanied by museum President Wayne Sanford. Behind them are (l-r) East Haven Mayor Joe Maturo, Marie Betts Bartlett, State Rep. James Albis (obscured), State Sen. Len Fasano (obscured), U.S. Sen. Chris Murphy, Branford First Selectman Jamie Cosgrove. See story pg. 19. (J.Hakner)